

96th Street & Westfield Blvd. - Planning Study

City of Carmel, Indiana
Department of Community Services
EDEN Land & Design, Inc. - Consultant

INTRODUCTION Focus Area



- **This planning effort seeks to bring together various stakeholders in the general area of 96th Street and Westfield Blvd. to discuss, understand, and design a 5 to 15-year land-use vision.**
- **This effort's main goal is to bring land planning issues "to the table" and allow an open dialogue, while providing needed conceptual planning for the future.**
- **This effort seeks to build a plan for the future that works with, not against, the City of Carmel's various systems, including auto transportation, open space and pedestrian mobility.**

Project Assumptions

- **Cities change. Land uses change. Carmel is changing. And more specifically, this area is facing redevelopment pressures.**
- **Planning is important in order to understand, design for, and benefit from this change, facilitating a high quality of life for residents in the future.**
- **The design attitude of this project should utilize best practices in urban design and planning, making a pedestrian-friendly community for all residents.**
- **The community of this area desires an open dialogue and discussion about the future of this district and is willing to discuss many options for its preservation and/or redevelopment.**

Project Understandings

- **The City of Carmel's Department of Community Services (DOCS) is sponsoring this project because it sees an opportunity to connect various stakeholders together in an effort to create a neighborhood that is of great benefit to all.**
- **Rather than be reactive and not have a plan in place, the City would like to be proactive and be prepared for what might happen with possible redevelopment in the private sector.**
- **EDEN Land & Design, Inc. is a local land use and planning consultant that has been retained to lead this effort and provide critical analysis, opinion, and conceptual design based on best practices of urban planning and design.**

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ANALYSIS:

Access

(Inventory, Key Issues, Key Opportunities)

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ANALYSIS: Access Inventory



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ANALYSIS: Access Key Issues

#1: CONNECTION TO WEST

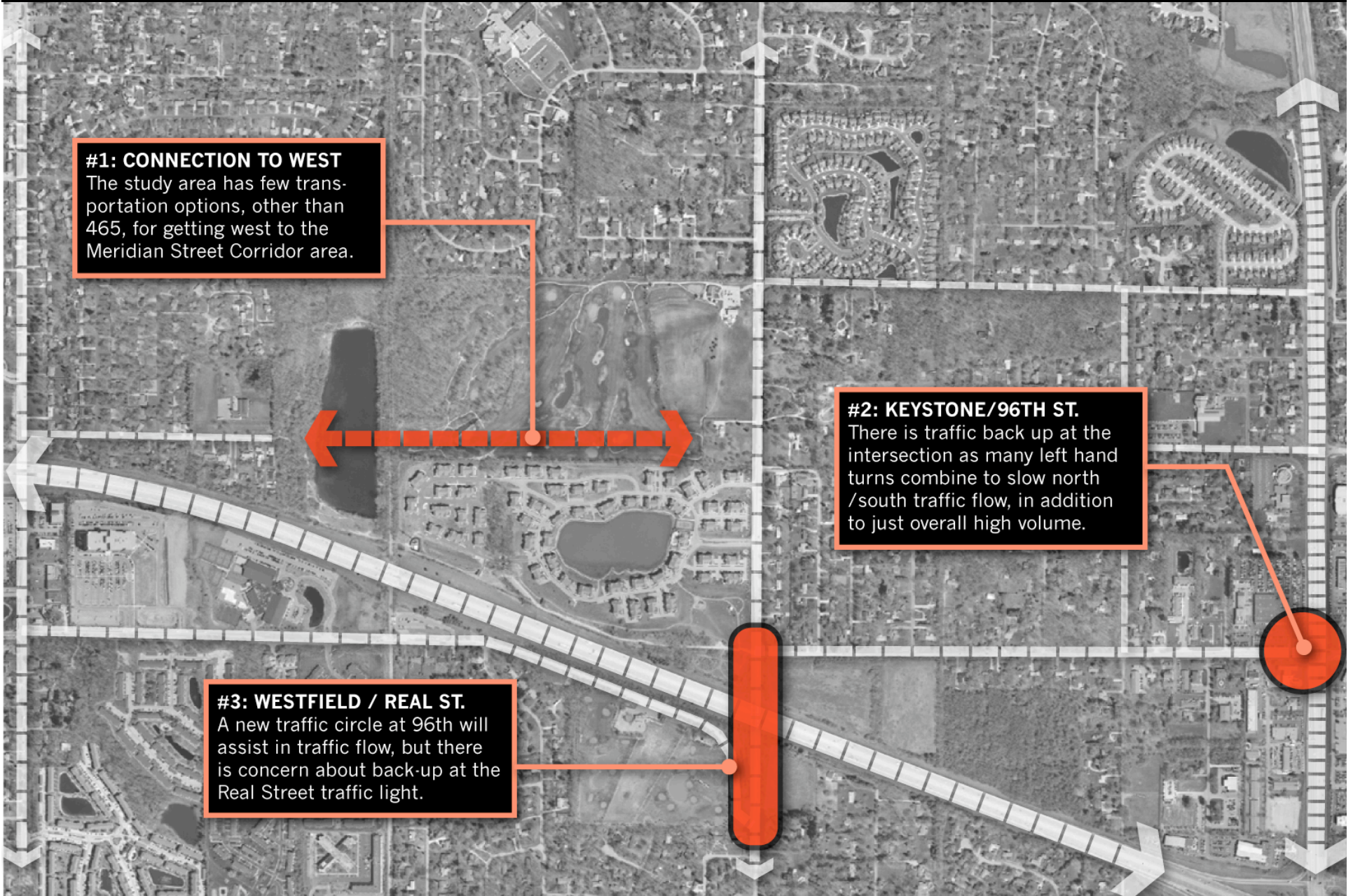
The study area has few transportation options, other than 465, for getting west to the Meridian Street Corridor area.

#2: KEYSTONE/96TH ST.

There is traffic back up at the intersection as many left hand turns combine to slow north/south traffic flow, in addition to just overall high volume.

#3: WESTFIELD / REAL ST.

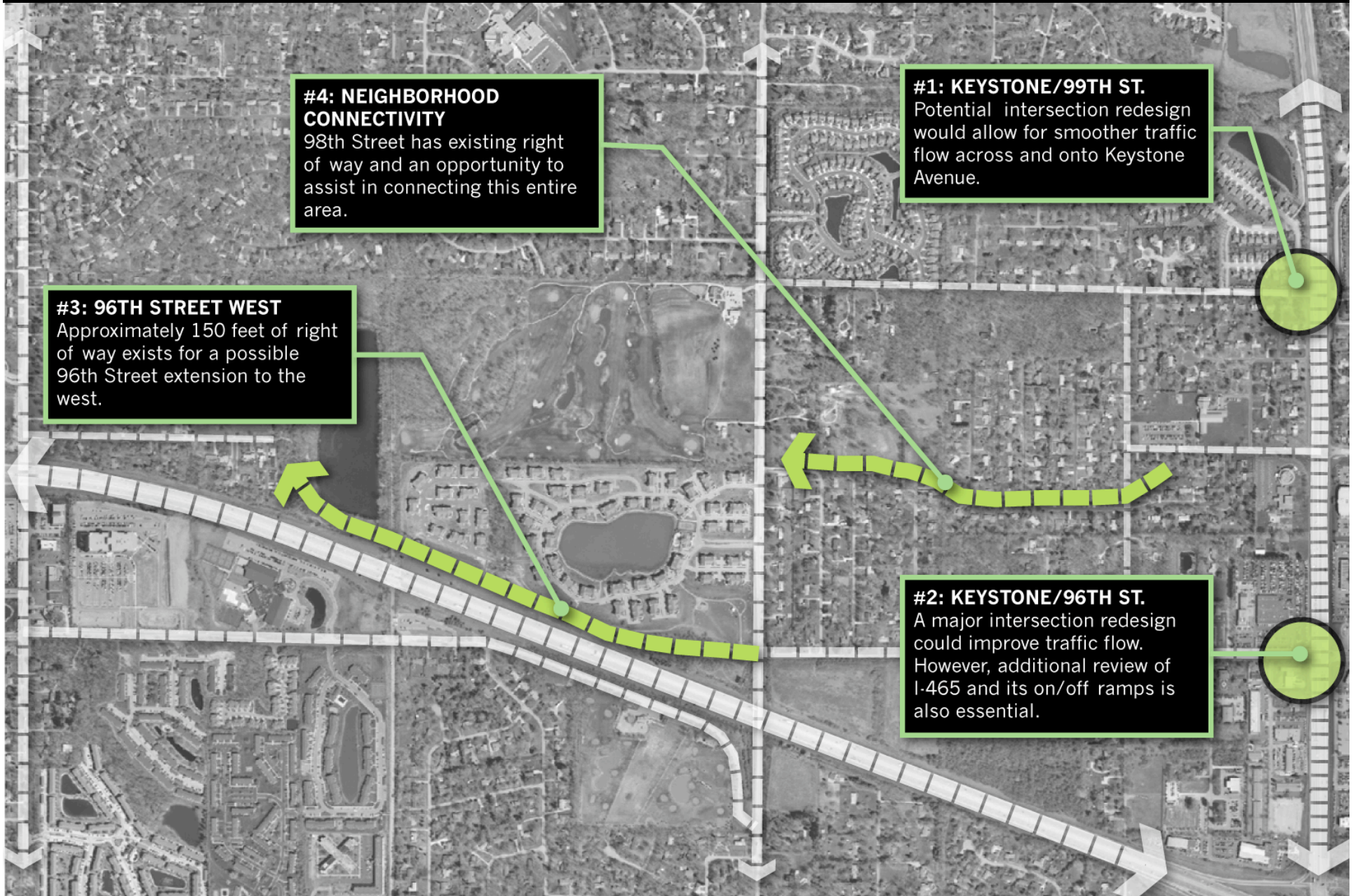
A new traffic circle at 96th will assist in traffic flow, but there is concern about back-up at the Real Street traffic light.



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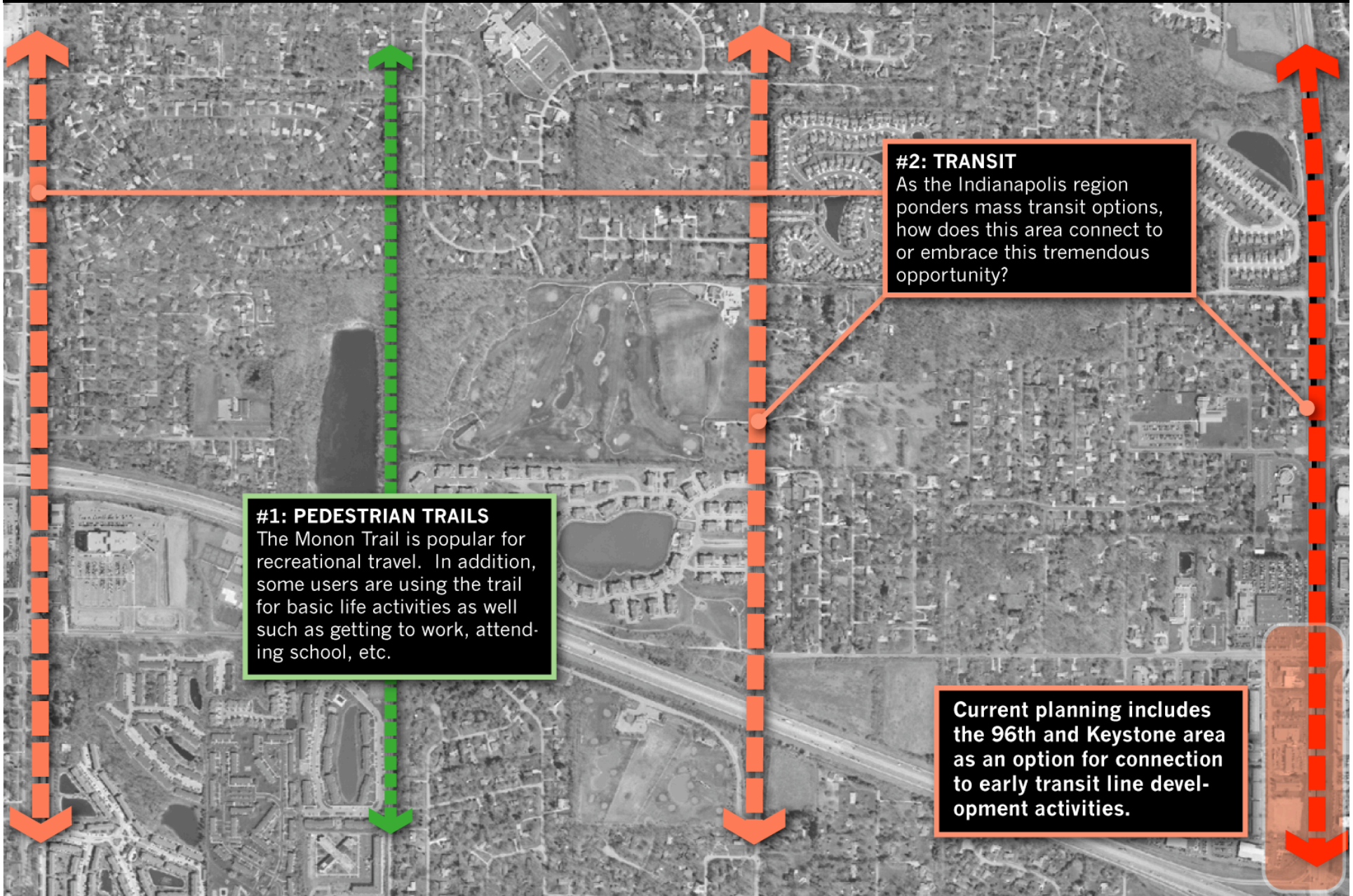
ANALYSIS: Access Key Opportunities



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ANALYSIS: Access Transit Issues



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ANALYSIS:

Open Space

(Inventory, Key Issues, Key Opportunities)

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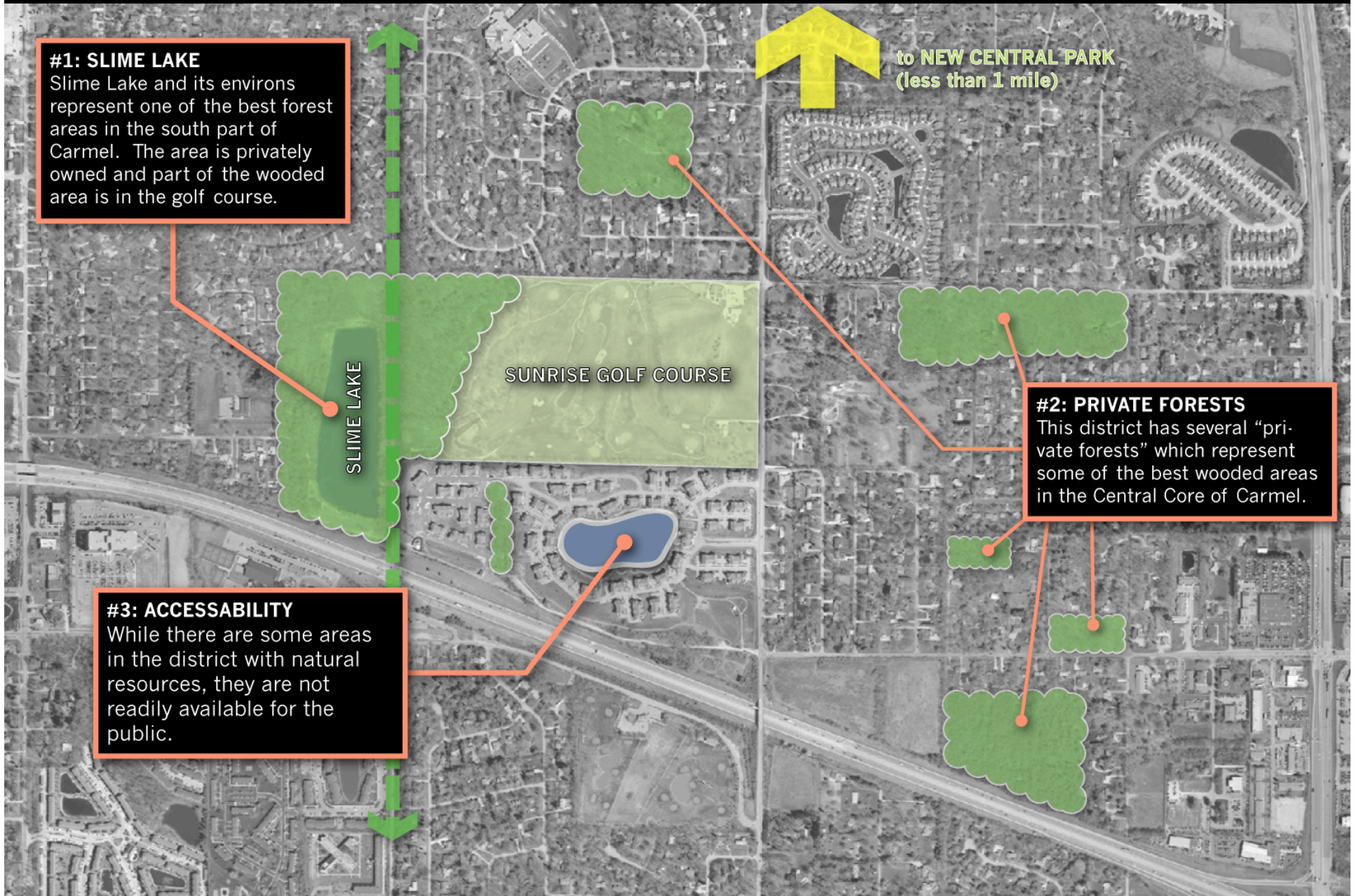
ANALYSIS: Open Space Inventory



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ANALYSIS: Open Space Key Issues



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ANALYSIS: Open Space Key Opportunities

#4: GOLF COURSE

Although the golf course presents a large area for possible future development, there also are tremendous opportunities for open space preservation and creation.



SUNRISE GOLF COURSE

SLIME LAKE

to NEW CENTRAL PARK
(less than 1 mile)

#1: NEW CENTRAL PARK

This new park facility will be within a close walking or biking distance of the district.
(Approx. 1 mile)

#2: PRIVATE WOODLANDS

Since so few forest areas remain, these stands present a tremendous resource and the balance of conservation and development is very important.

#3: WESTFIELD FUTURE

The Alternative Transportation Plan for the City calls for Westfield to be a strong bike and pedestrian corridor.

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ANALYSIS:

Land Use

(Inventory, Existing Areas, Development Pressures)

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ANALYSIS: Land Use Inventory



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ANALYSIS: Land Use Existing Areas



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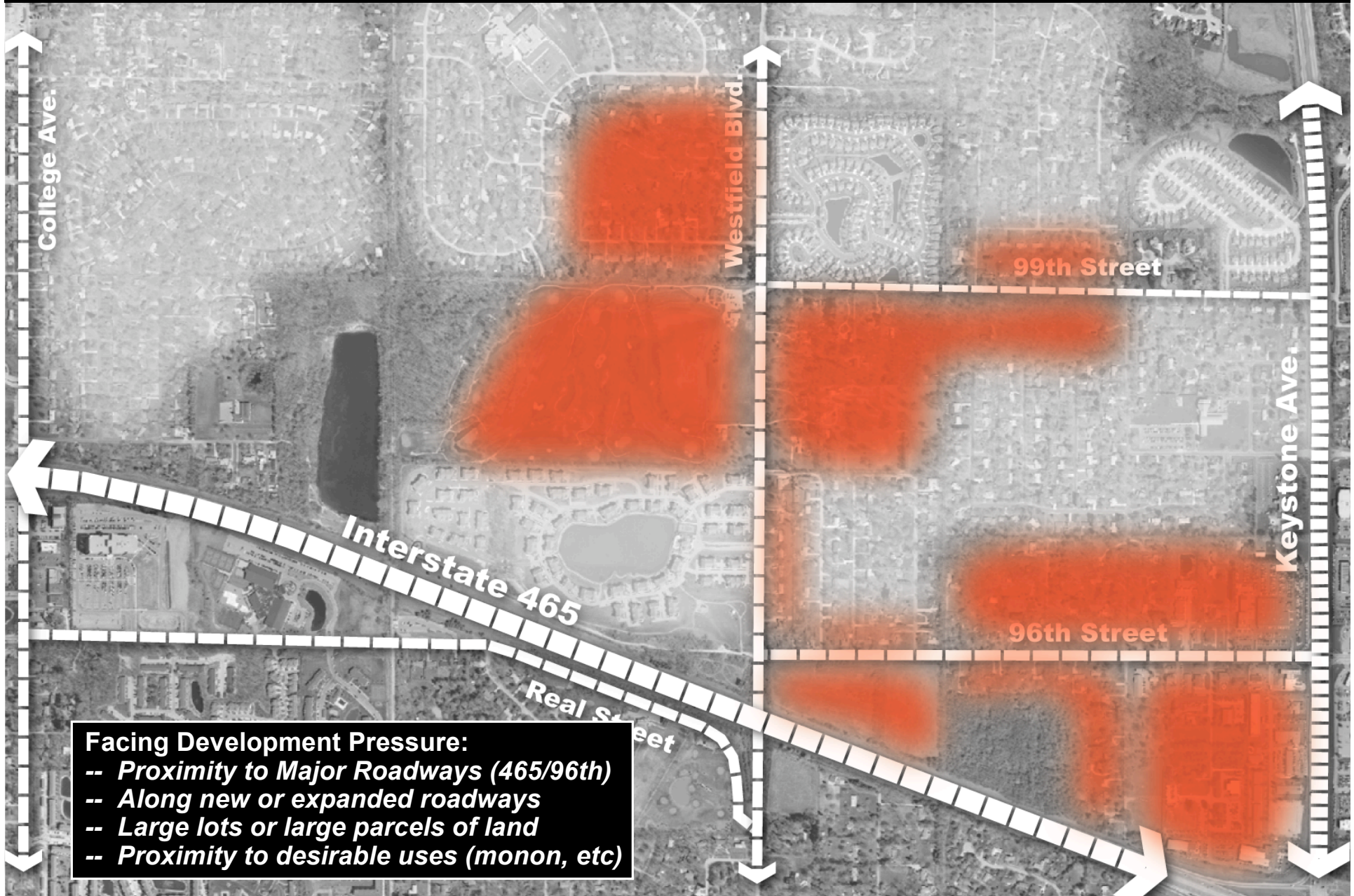
ANALYSIS: Land Use Existing Areas



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ANALYSIS: Land Use Existing Areas



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EDUCATION:

**Best
Practices**

Making a Neighborhood

- A Neighborhood is different from a Subdivision. A Subdivision is a “mono use” district (one kind of building type) with limited options for a variety of residents. A Neighborhood is a place with a mix of uses and options for a variety of residents and visitors.



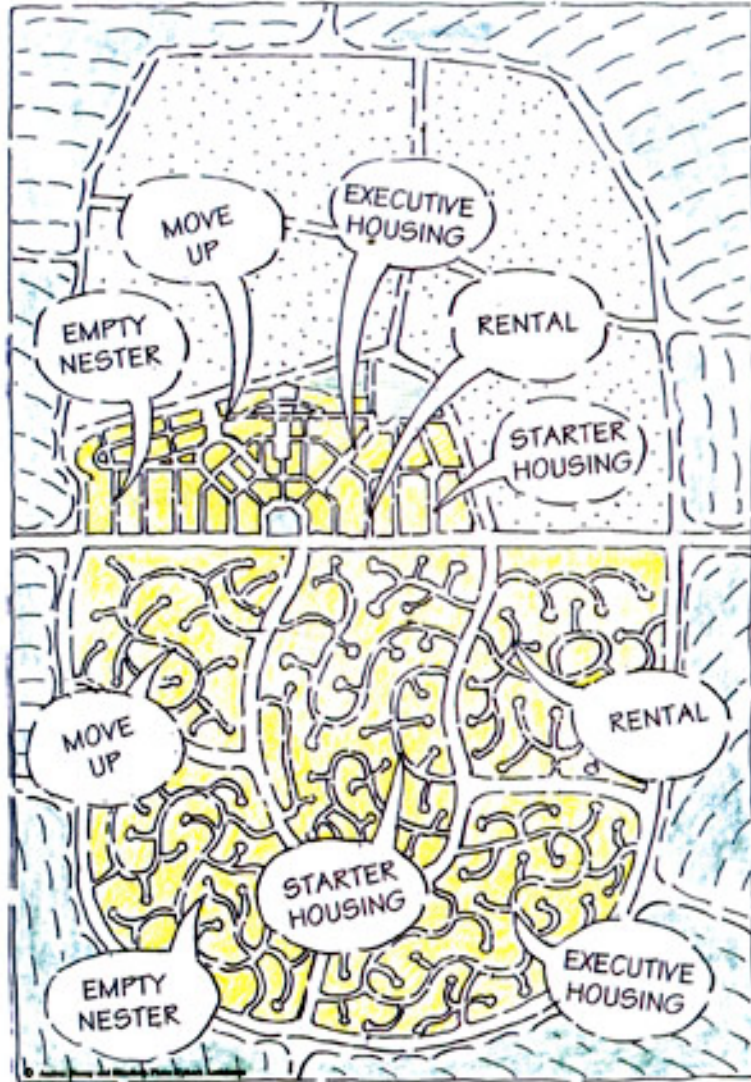
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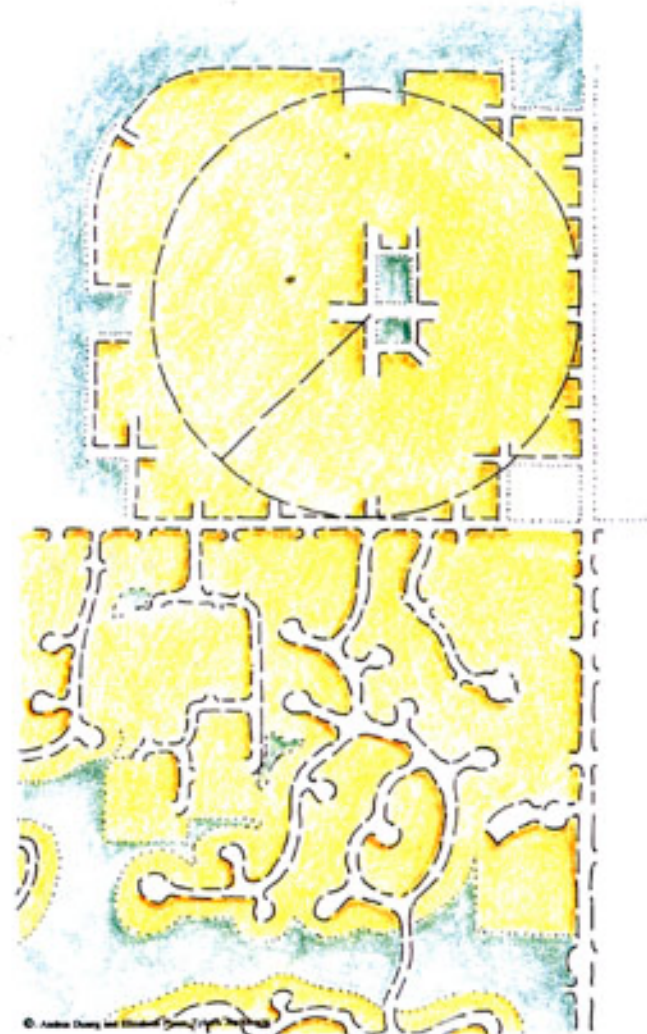
EDUCATION:

Making a Neighborhood

THE TRADITIONAL NEIGHBORHOOD ALLOWS 5 MARKET SEGMENTS TO EXIST IN CLOSE PROXIMITY AT 1/3 - 1/2 THE INFRASTRUCTURE COST IN THE TRADITIONAL NEIGHBORHOOD IT IS A FIVE MINUTE WALK FROM THE EDGE TO THE CENTER.



SUBURBAN POD DEVELOPMENT REQUIRES MAJOR INFRASTRUCTURE BUILD-OUT TO PROVIDE FOR 5 MARKET SEGMENTS.



IN SUBURBAN SPRAWL THERE IS NO CENTER, EDGE, OR WALKING ORIENTATION.

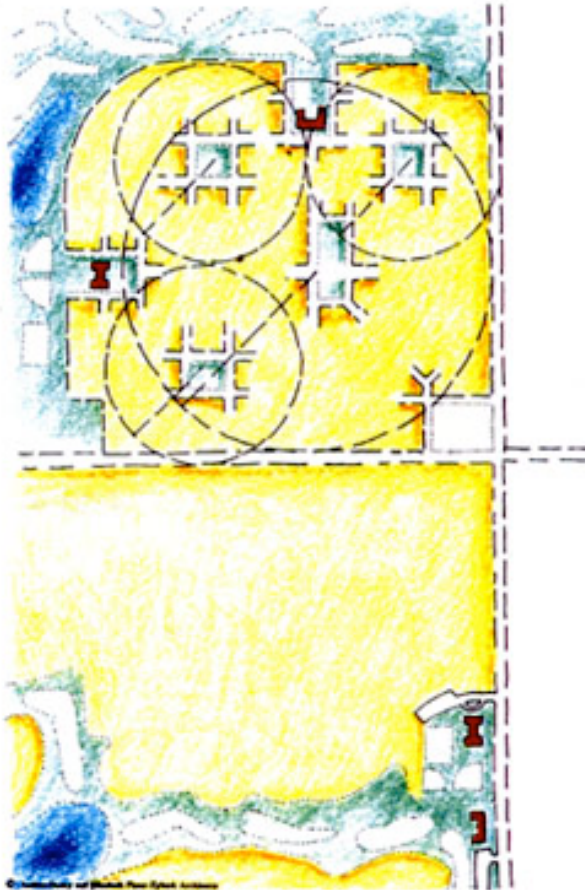
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EDUCATION:

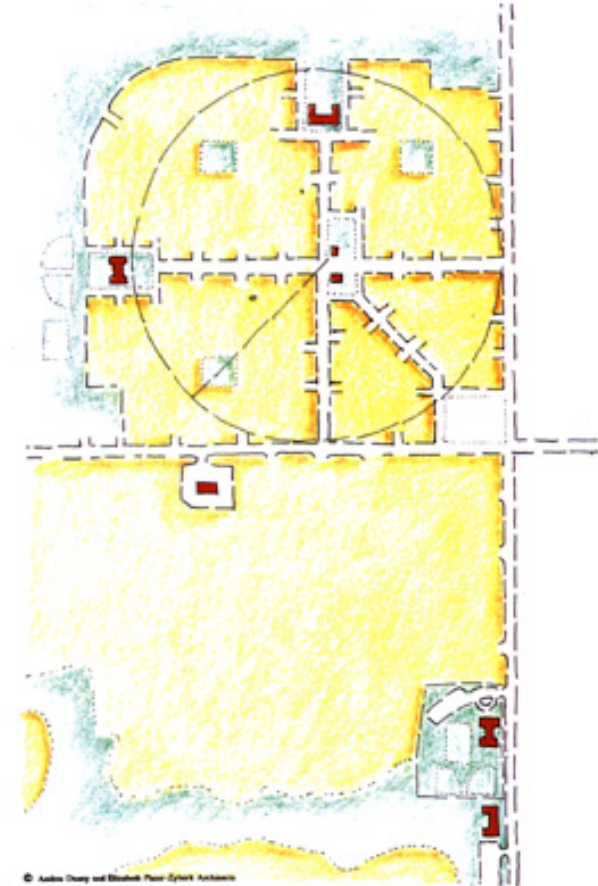
Making a Neighborhood

THE TRADITIONAL NEIGHBORHOOD HAS A CENTRAL SQUARE WITHIN A FIVE MINUTE WALK OF ALL RESIDENTS, PLAYGROUNDS WITHIN A TWO AND A HALF MINUTE WALK, AND PARKS AND PLAYING FIELDS IN THE GREENBELT.



IN SUBURBAN SPRAWL PARKS FOR SOCIAL ACTIVITY AND RECREATION ARE ISOLATED ON INTERSTITIAL LAND.

IN THE TRADITIONAL NEIGHBORHOOD, SQUARES, ASSEMBLY HALLS, SCHOOLS, AND CHURCHES ARE LOCATED ON PROMINENT SITES.



IN SUBURBAN SPRAWL THERE ARE NO SQUARES AND ASSEMBLY HALLS, SCHOOLS, AND CHURCHES RELATE TO THE HIGHWAY RATHER THAN THEIR USERS.

source: www.dpz.com

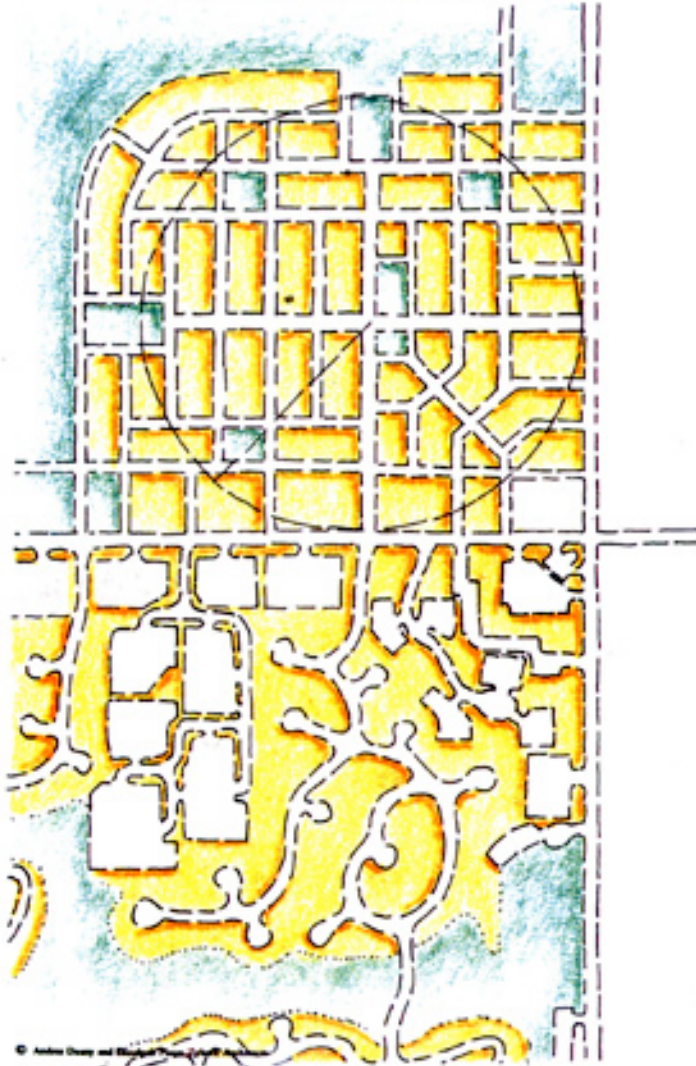
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EDUCATION:

Making a Neighborhood

IN THE TRADITIONAL NEIGHBORHOOD PEDESTRIANS AND CARS
SHARE A VARIETY OF ROUTES.



IN THE TRADITIONAL NEIGHBORHOOD THE ACTIVITIES OF
DAILY LIVING ARE INTERWOVEN.



SUBURBAN SPRAWL IS CHARACTERIZED BY ITS CONVENIENCE FOR
THE CAR AT THE EXPENSE OF THE PEDESTRIAN.

SPRAWL SEGREGATED USES PROMOTE ADDITIONAL CAR
TRIPS THAT CLOG THE COLLECTOR ROADS.

source: www.dpz.com

Principles for healthy design in communities:

- **Create Safe Sidewalks and Trails**
- **Design for Safer, Slower Traffic**
- **Zone to encourage physical activity**
- **Build activity into the architecture of buildings**
- **Create connections with transit**

source: Robert Wood Johnson Foundation



Principles for healthy design in communities:

- 1. Create a Shared Vision for the Future**
- 2. Identify and Sustain Green Infrastructure**
- 3. The Right Design in the Wrong Place Is Not Smart Growth**
- 4. Protect Environmental Systems and Conserve Resources**
- 5. Provide Diverse Housing Types and Opportunities**
- 6. Build Centers of Concentrated Mixed Uses**
- 7. Use Multiple Connections to Enhance Mobility and Circulation**
- 8. Deliver Sustainable Transportation Choices**
- 9. Preserve the Community's Character**
- 10. Make it Easy to Do the Right Thing**

A New Perspective...

PowerPoint #2

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LAND-USE PLANNING:

**A Framework
for the Future**

Land Use Planning Goals

Understanding that land values are increasing and therefore, redevelopment potential exists in this area... This planning exercise seeks to:

- **Develop an overlay vision for land uses in the future, which work together to build a strong neighborhood.**
- **Have this overlay be a guide for private development (when the market might dictate this happen; not the City of Carmel) to work together with overall systems.**
- **Understand and plan an infrastructure system (roads, drainage, utilities, pedestrian trails, etc.) that supports possible redevelopment.**
- **Be proactive for the community to insure a high quality of life in the future.**

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LAND USE FRAMEWORK PLANNING Planning Area

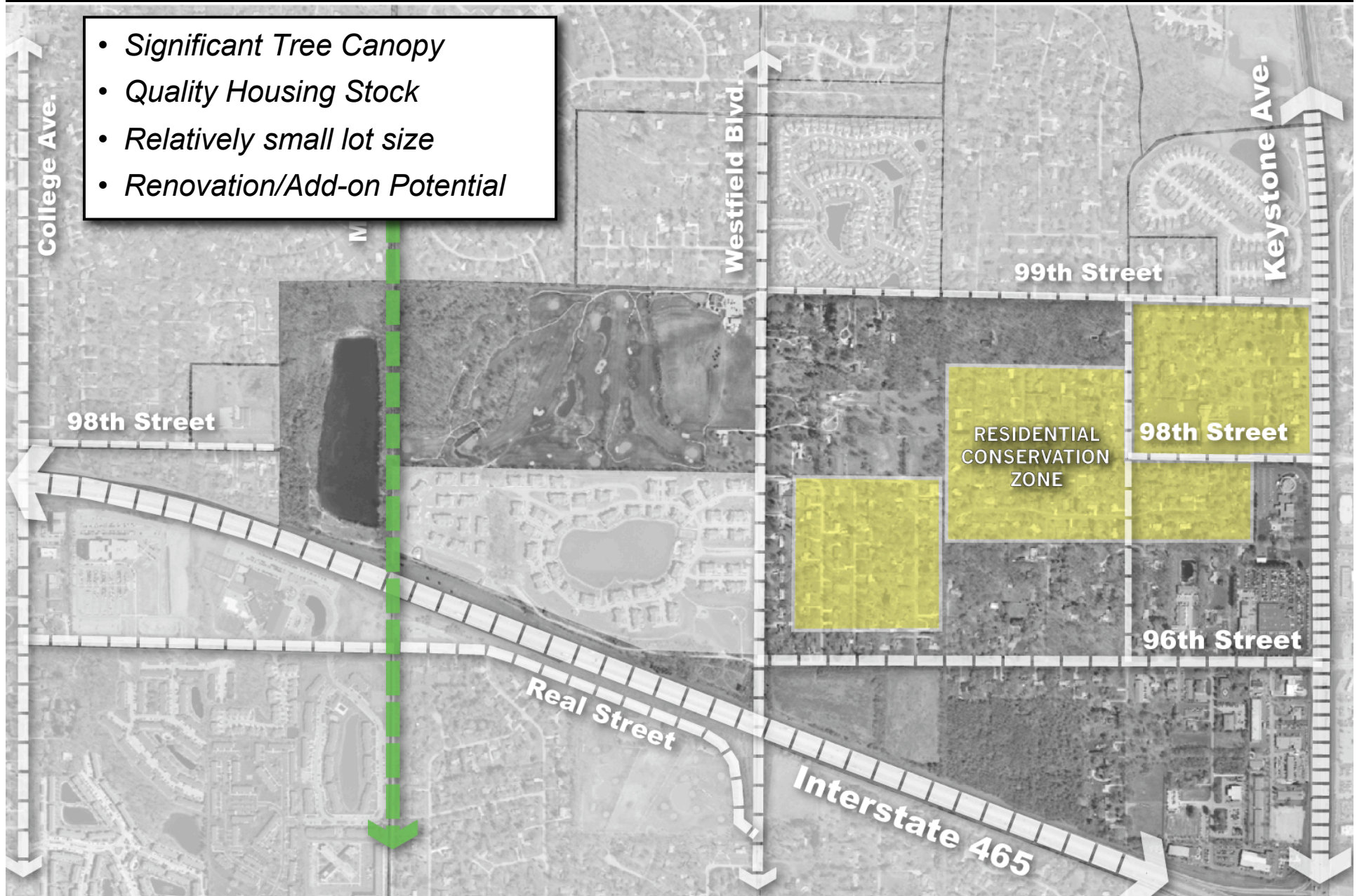


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LAND USE FRAMEWORK PLANNING Residential Conservation

- *Significant Tree Canopy*
- *Quality Housing Stock*
- *Relatively small lot size*
- *Renovation/Add-on Potential*



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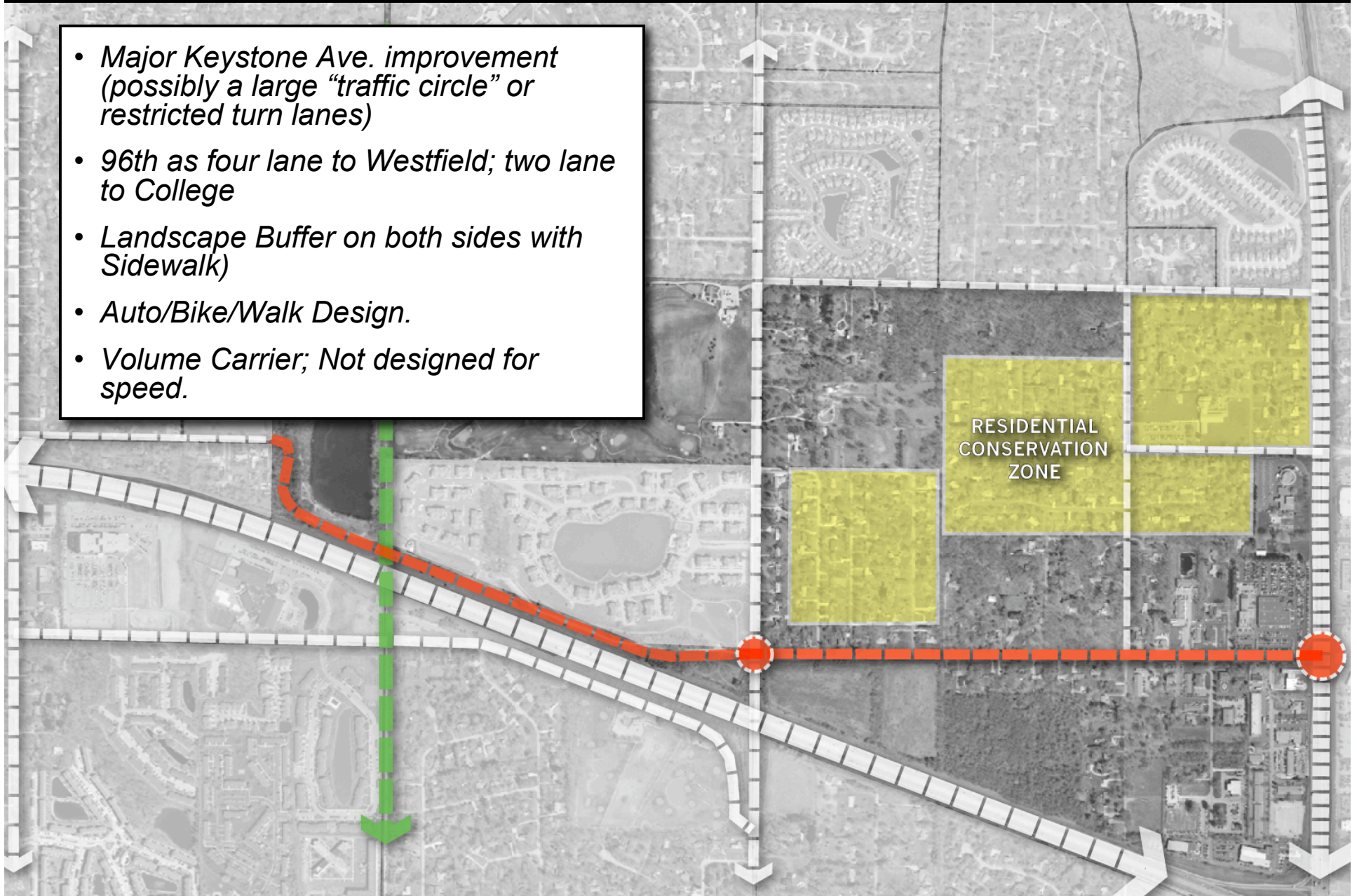


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LAND USE FRAMEWORK PLANNING 96th Street Extension

- Major Keystone Ave. improvement (possibly a large “traffic circle” or restricted turn lanes)
- 96th as four lane to Westfield; two lane to College
- Landscape Buffer on both sides with Sidewalk)
- Auto/Bike/Walk Design.
- Volume Carrier; Not designed for speed.



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***96th Street is a critical
east/west automobile corridor and this
district needs a connection to the west.***

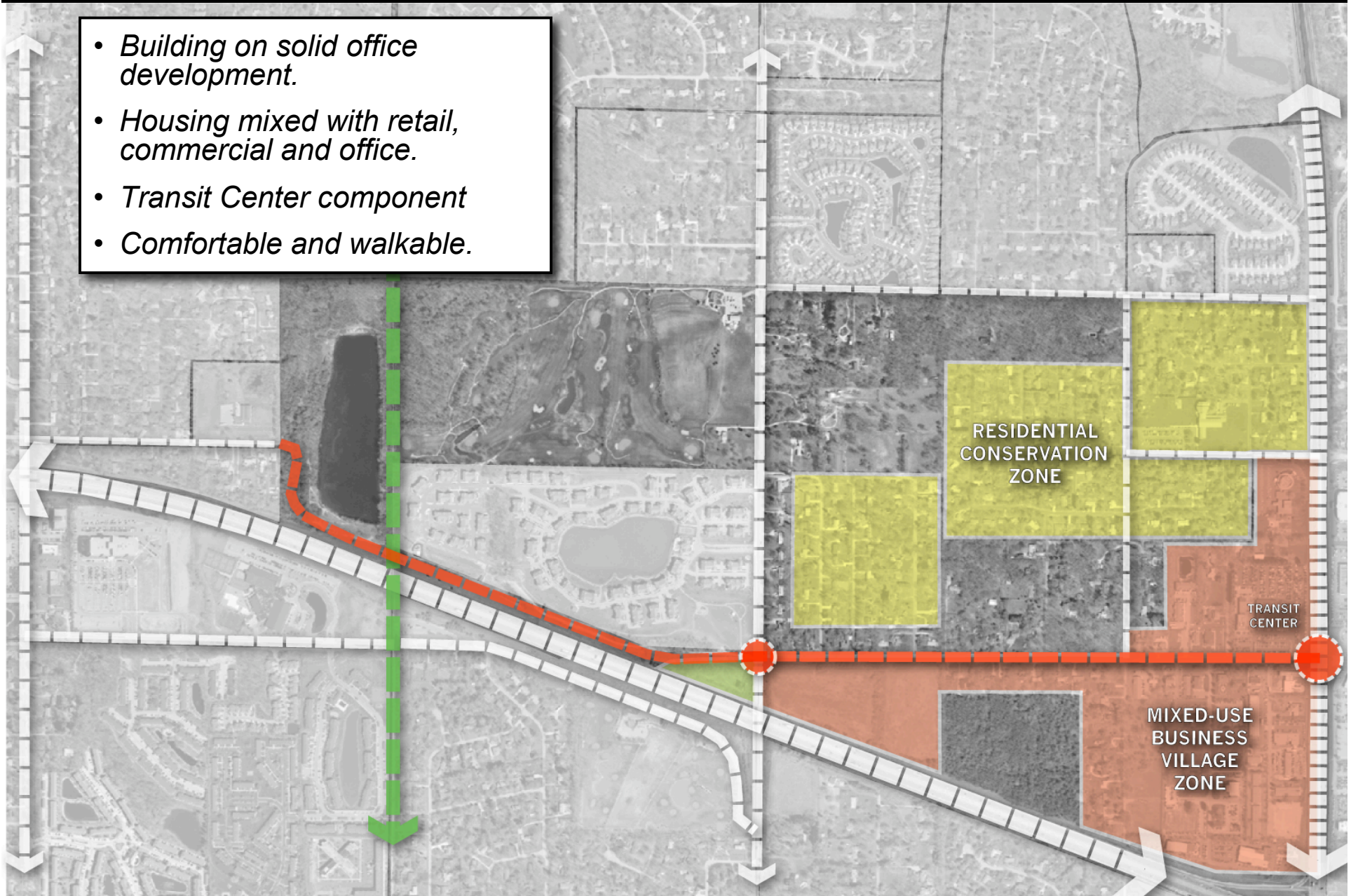


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LAND USE FRAMEWORK PLANNING Business Village

- *Building on solid office development.*
- *Housing mixed with retail, commercial and office.*
- *Transit Center component*
- *Comfortable and walkable.*



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Photo Analogies

BUSINESS VILLAGE



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Photo Analogies TRANSIT CENTER

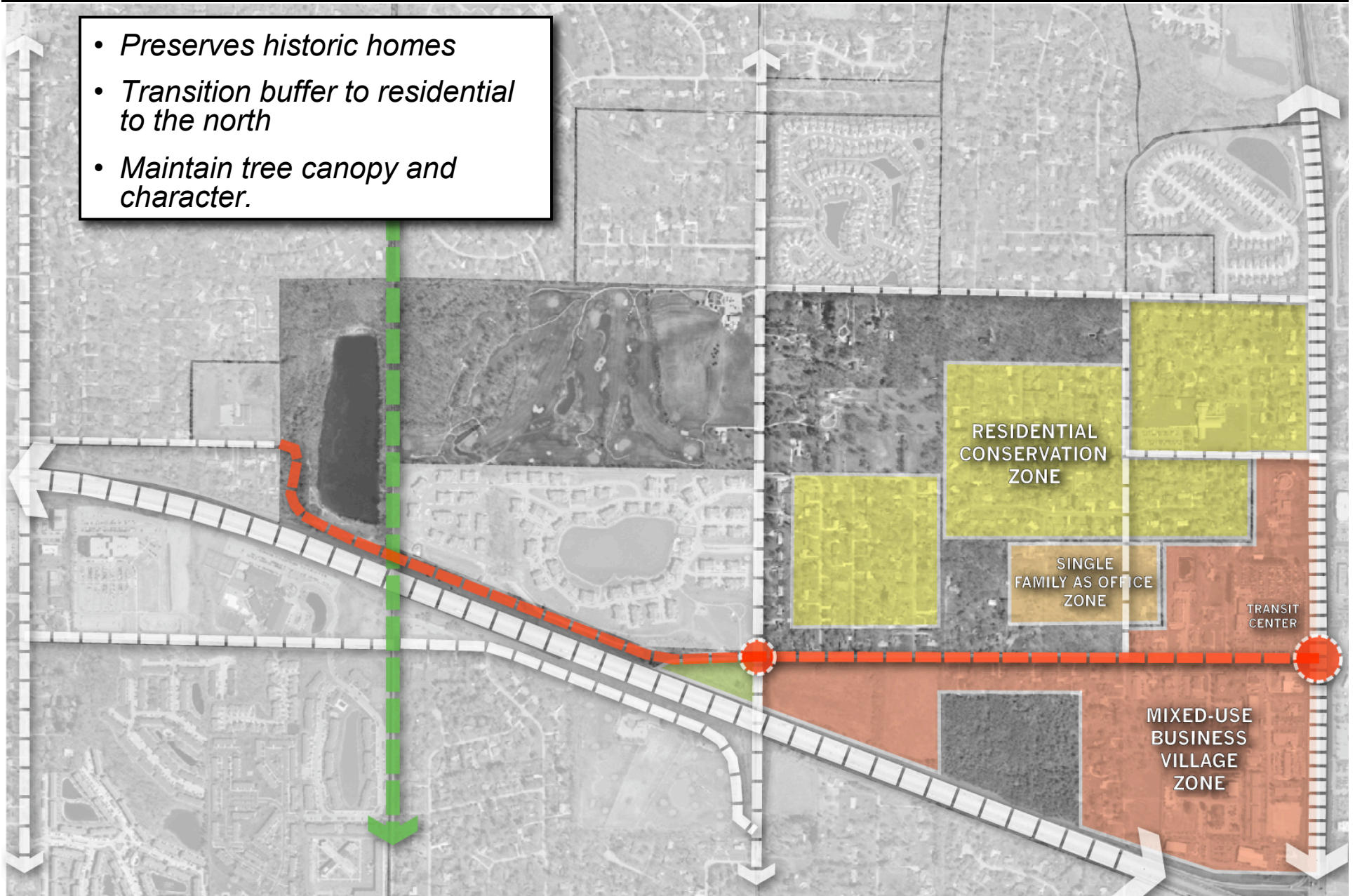


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LAND USE FRAMEWORK PLANNING Single Family as Office

- Preserves historic homes
- Transition buffer to residential to the north
- Maintain tree canopy and character.

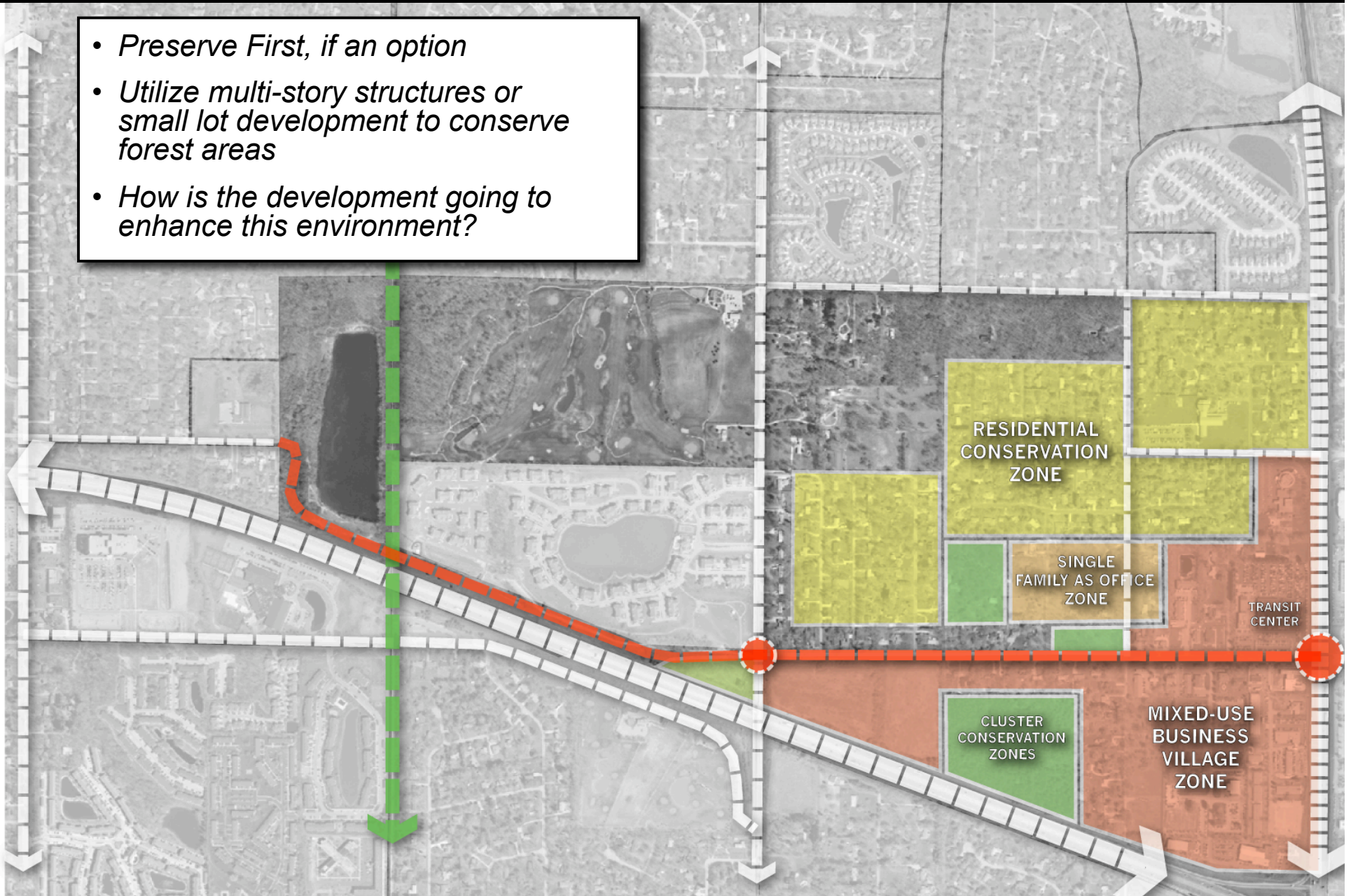


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LAND USE FRAMEWORK PLANNING Cluster Conservation

- *Preserve First, if an option*
- *Utilize multi-story structures or small lot development to conserve forest areas*
- *How is the development going to enhance this environment?*

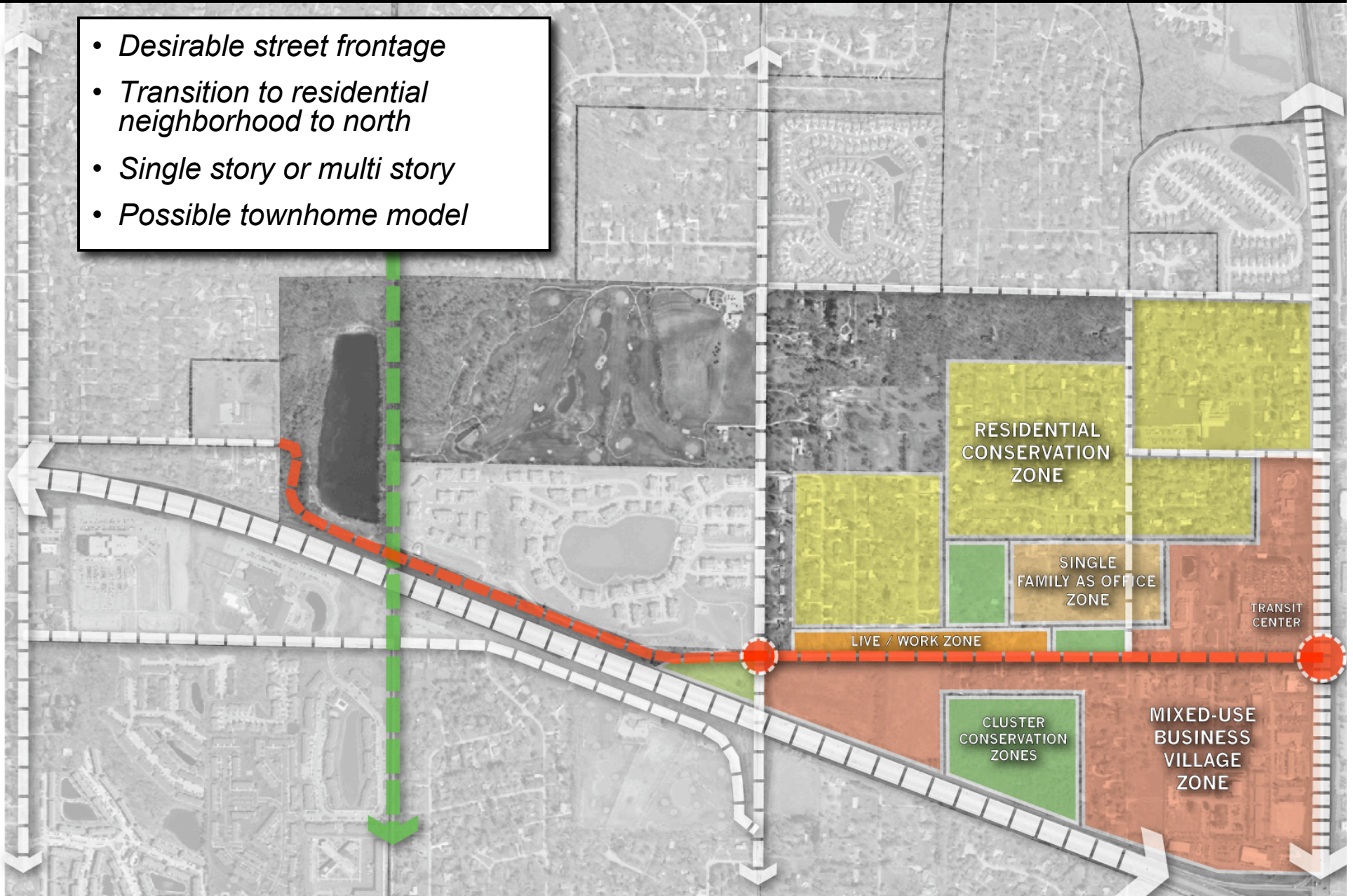


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LAND USE FRAMEWORK PLANNING **Live/Work**

- *Desirable street frontage*
- *Transition to residential neighborhood to north*
- *Single story or multi story*
- *Possible townhome model*

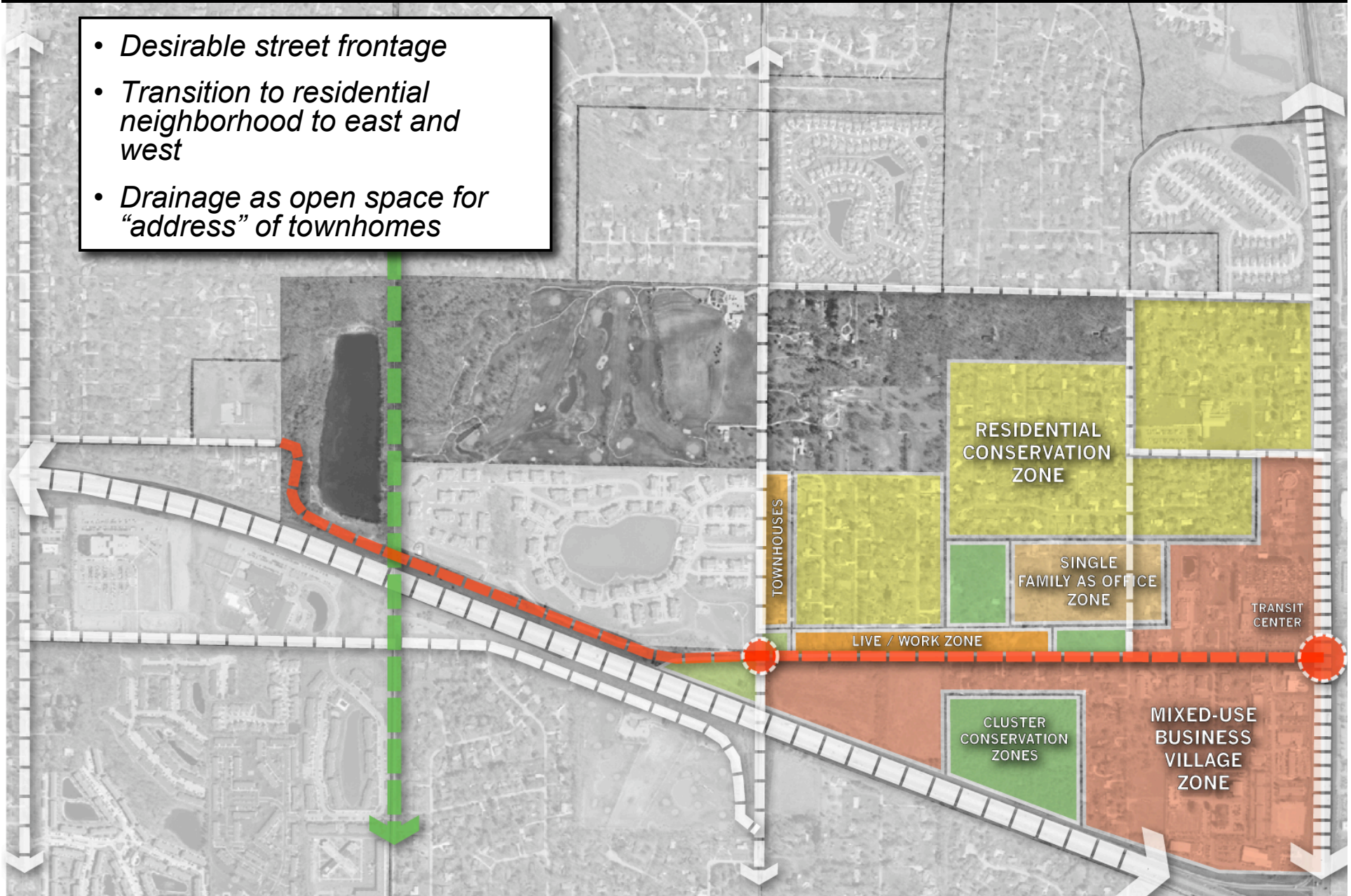


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LAND USE FRAMEWORK PLANNING Townhouses

- *Desirable street frontage*
- *Transition to residential neighborhood to east and west*
- *Drainage as open space for "address" of townhomes*



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Photo Analogies

LIVE / WORK & TOWNHOMES

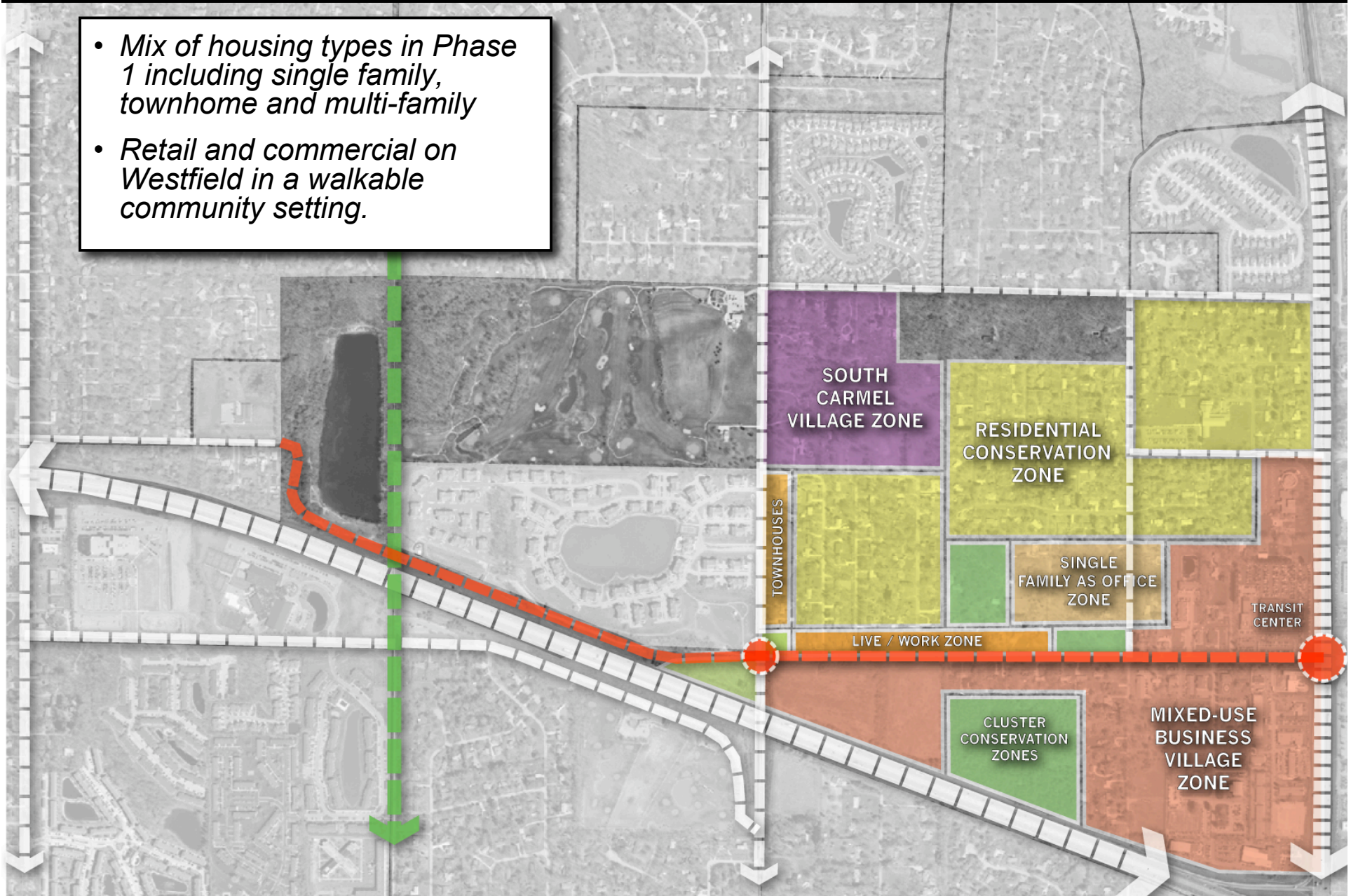


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LAND USE FRAMEWORK PLANNING South Carmel Village

- *Mix of housing types in Phase 1 including single family, townhome and multi-family*
- *Retail and commercial on Westfield in a walkable community setting.*



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Photo Analogies

VILLAGE MIXED-USE ZONE



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Photo Analogies **SINGLE FAMILY**

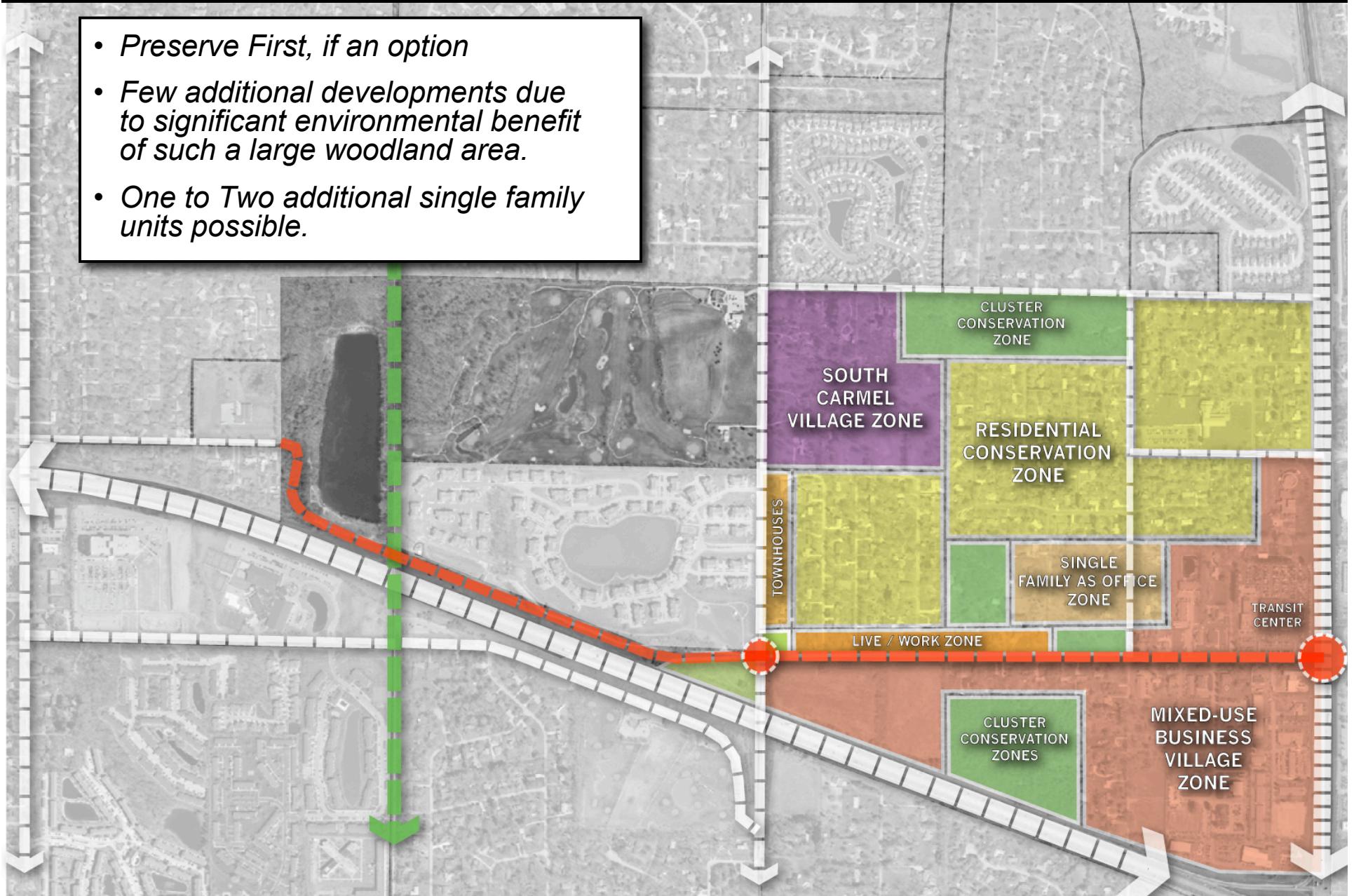


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LAND USE FRAMEWORK PLANNING Cluster Conservation

- *Preserve First, if an option*
- *Few additional developments due to significant environmental benefit of such a large woodland area.*
- *One to Two additional single family units possible.*

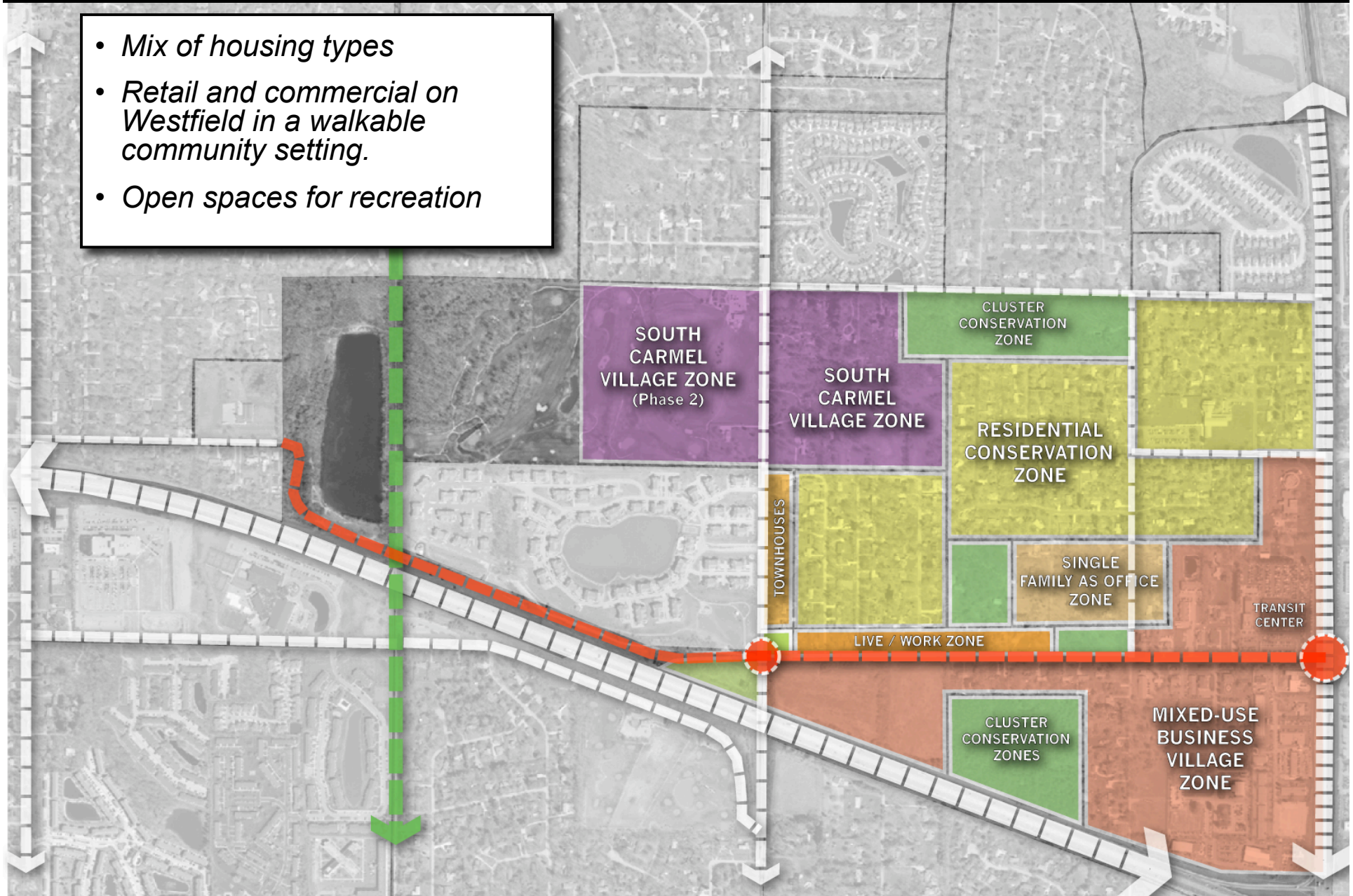


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LAND USE FRAMEWORK PLANNING South Carmel Village (Con't)

- *Mix of housing types*
- *Retail and commercial on Westfield in a walkable community setting.*
- *Open spaces for recreation*

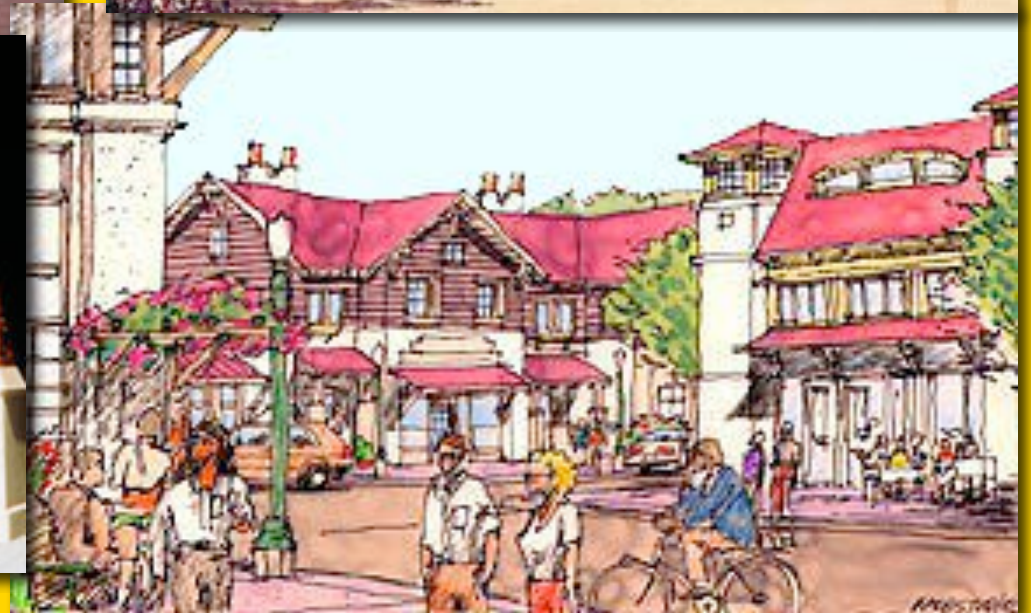


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Photo Analogies

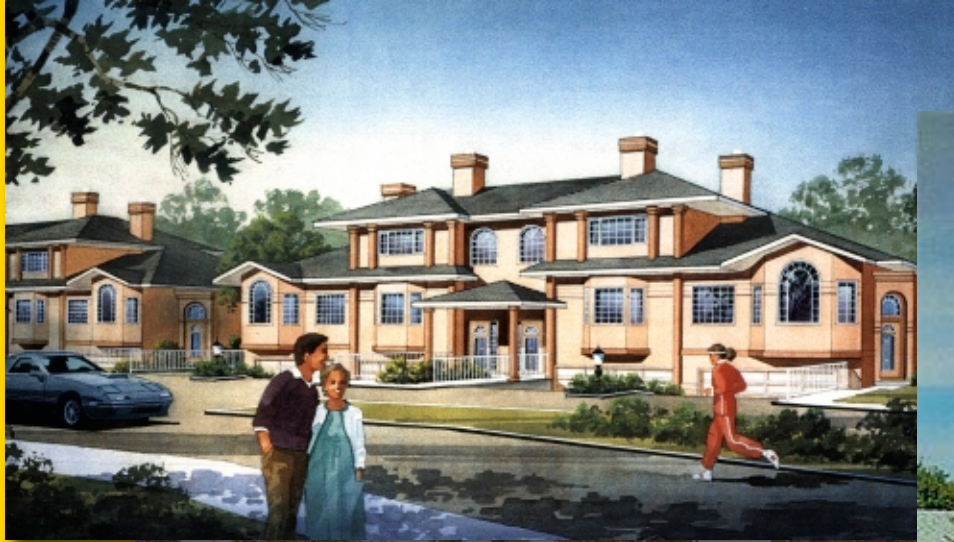
VILLAGE MIXED-USE ZONE



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Photo Analogies **MULTI-FAMILY**

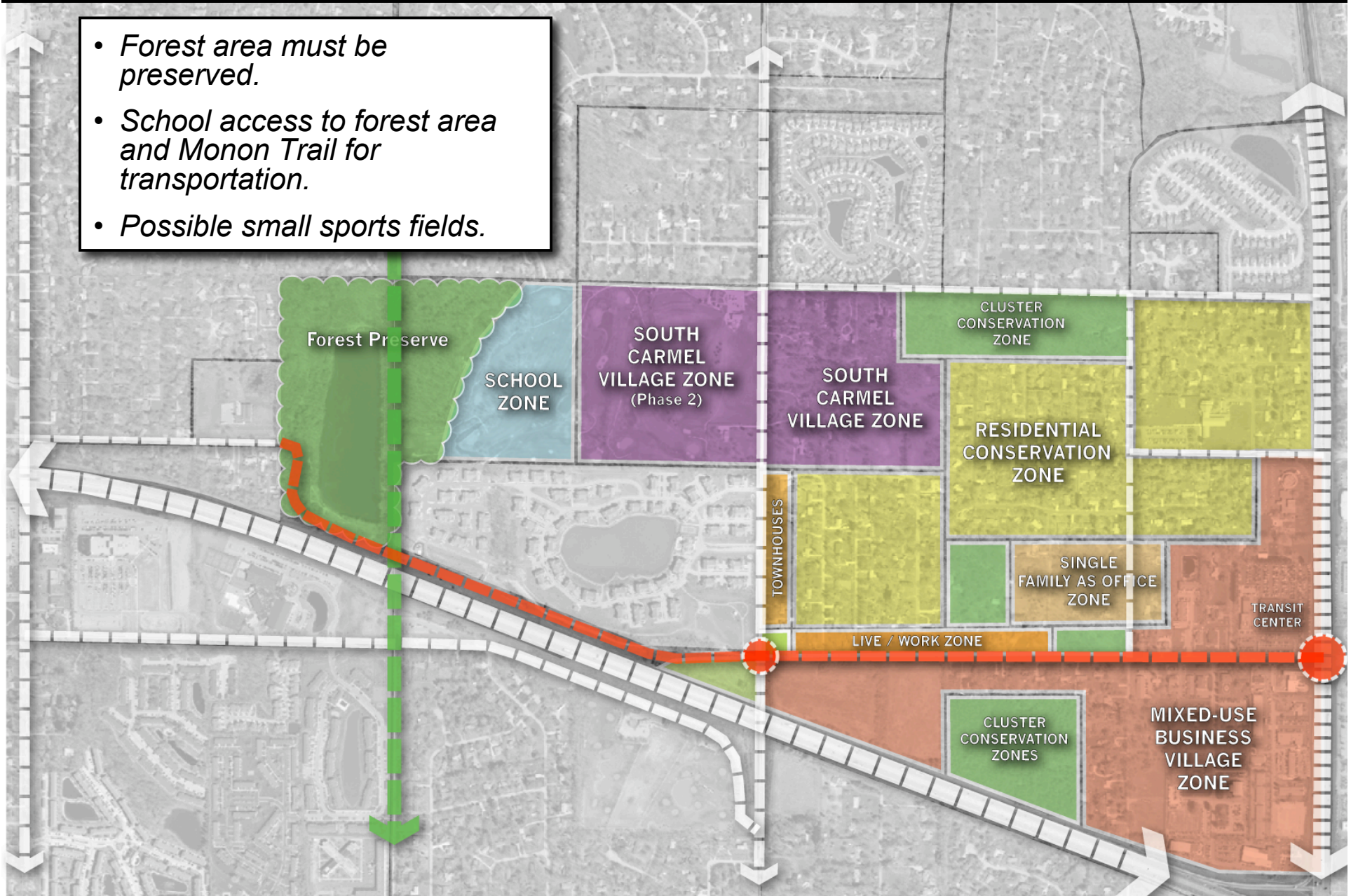


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LAND USE FRAMEWORK PLANNING School & Preserve

- *Forest area must be preserved.*
- *School access to forest area and Monon Trail for transportation.*
- *Possible small sports fields.*

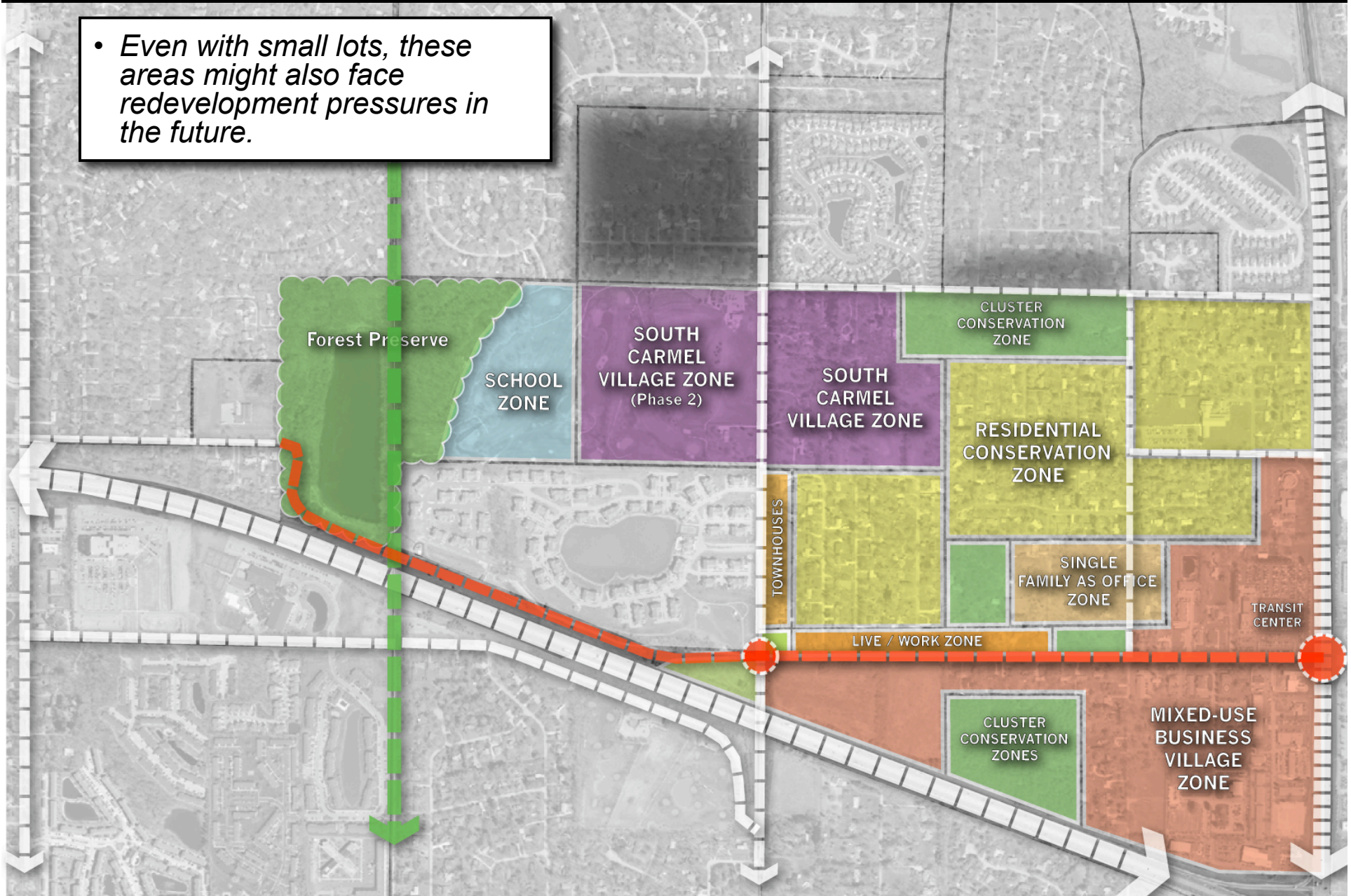


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LAND USE FRAMEWORK PLANNING Additional Areas

- *Even with small lots, these areas might also face redevelopment pressures in the future.*



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Photo Analogies

AUTO/BIKE/WALK DESIGN

www.pedbikeimages.org



- **Discussion on these visions**
- **Overlay and Form-Based Zoning Planning Opportunities**
- **Further Master and Site Planning Refinement**
- **Developer Education Workshops**
- **Redevelopment Zone issues and opportunities**
- **Transit and Roadway Infrastructure Planning**